

Public Information Department  
Memorandum

Feb. 22, 2010

To: Mayor and Members of City Council  
From: Louise Whall, Public Information

Re: Quarter-Cent Public Input Process

The following is a summary of the recent public-input process to help determine which new quarter-cent projects should be included in the proposed June renewal referendum. This process was intended to assist the Council and the staff in narrowing down the initial list to match the anticipated revenue available for new projects in the 2010-13 program.

The City held two open-house meetings on Feb. 16 and 18, where Public Works and Planning staff members offered information and answered questions. About 34 people attended the two meetings and 11 left written comments.

The City also posted a non-scientific online survey from Feb. 9-19. A total of 174 people responded to the survey. It was structured to allow respondents to comment on any or all of the proposed projects. Most respondents commented on a few of the projects; very few commented on all of the projects. That's why each of the projects in the attached summary will have different numbers of responses.

The meetings and survey were publicized through the City Web site, Nixle, Twitter, Facebook, CityView and three news releases to local media.

The staff used this input in narrowing its recommended list of "new" projects for your consideration. This list is generally consistent with a higher number of supportive comments for those projects and the absence of any significant number of negative comments.

Attached is the complete text of responses from the online survey and comment cards.

Cc: Greg Burris  
Evelyn Honea  
Collin Quigley  
Marc Thornsberry  
Ralph Rognstad  
Brenda Cirtin

## **Quarter-Cent Program Comments**

**February 16, 2010**

### **Bike Lanes**

Signs are a start, but we need more dedicated lanes. Bicycling is a proven way to reduce obesity and improve quality of life. Dedicated lanes encourage use better than signage. A north/south route is a priority.

### **Ozark Greenway Trails / Links**

Please continue to fill missing links in trail system. I generally support the development of new trails.

Please continue to keep up completion of missing links for trail connections.

Whatever projects are done, I would like them to coincide with needed improvement to Ozark Greenways Trails and bicycle accesses. I would really like for about 10% of the funds to be used for trails or bike lanes. To improve that type of transportation and promote a healthy population. (All projects sound feasible.)

### **Campbell Street Improvement to Six Lanes (James River Freeway to Battlefield)**

Would be a good compliment to the state project to widen 160 South toward Nixa.

Goes without saying.

### **Cherry Street (Barnes to Oak Grove)**

\$1.4 million - Not the most expensive. Seems most useful for improved use by bicycles and pedestrians.

### **Division Street (Glenstone to National)**

Division has the potential to move traffic and become a major thoroughfare, but will need both sections opened up.

### **Division Street (Kansas to West)**

(No comment written in)

### **Grand (Kansas to Scenic)**

This has become an alternate route west to Sunshine and points west and north. This would be my first priority.

### **Conceptual Design Priorities**

#1 choice (priority) would be Battlefield Road at Freemont.

### **Design & Partial Right of Way Acquisitions**

4 priorities:      Fremont (Republic to Briar)

Grand Street (Kansas Expressway to Scenic)

Primrose Street (Kings to Campbell)

Republic Road (Kansas to Campbell)

## **Quarter-Cent Program Comments**

**February 18, 2010**

### **Campbell Avenue – Phase 1**

Great Project! Best of the list. Will improve traffic flow and access management greatly.

Need significant improvement. I support this project.

### **Division, Glenstone & National**

Needs improvement. Vital to economic development of City.

### **Mt. Vernon**

(No comment made.)

### **Oak Grove Realignment**

This should be a priority project.

### **Primrose – Phase 1**

Desperately needed. KHS, hospital, theater, and businesses all need this improvement.

I support this project.

### **Republic Road**

(No comment made.)

### **Walnut Lawn & Campbell**

Needs improvement!

### **Design & Partial Right of Way Projects**

3 priorities:      Republic Road

                        Fremont Road

                        Grand Road

### **General Comments**

Good project list! Well thought out. I support renewal 100%. Extremely important to the community.

Approve all list of projects. I think we need to be progressive in our approach to planning for traffic movement. Accommodate growth and develop public/private partnerships.

### Campbell Avenue (James River Freeway to Battlefield - Phase 1)

This segment of Campbell Avenue carries about 42,700 vehicles per day and had 398 traffic crashes reported in 2009 of which 140 were mid-block, non-signalized intersection crashes. This design and partial right-of-way acquisition project would upgrade Campbell Avenue to a six-lane primary arterial standard with curbs and gutters, sidewalks, stormwater conveyance and intersection capacity improvements from James River Freeway to Primrose Street (for Phase 1 construction).

(Preliminary estimate for design, right-of-way and construction: \$4.9 million)

#### Your Comments:

This is not the time for "nice to have items"

If we can't go this without more tax it should be ignored

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Sidewalks are desperately needed along Campbell Ave!

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This segment of Campbell Avenue carries 42K vehicles because of the large number of commuters who choose NOT to live in our city. Add the sidewalks and slow traffic. Simply making bigger roads is not a longterm solution.

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Will 6-lanes cause more mid-block accidents? How will existing driveway accesses be affected?  
This is the highest priority on this list.

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perhaps taxpayer's should earnestly consider suggesting city leaders reduce the tax to 1/8 cent & budget within the reduced generated revenue for maintenance & existing projects until the 3/4 cent public safety tax is unburdened from taxpayer's shoulder's. I certainly don't want excess revenue generated to bail out the Heer's fiasco.

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Put more medians in to stop the mid-block accesses.

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Very much needed for early morning traffic congestion heading north. Personal rating - 1st priority.

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This has my full support. I live in Cherokee Estates and travel Campbell Ave. to get to work. This area is SO very congested at peak times (8am & 5pm traffic). I've witnessed crashes here. This needs to be addressed at some point. Now is better than later.

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This one is priority of all that is listed here.

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Good if no red light cameras are included.

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get the tax and build

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yes--needed

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This is a much-needed improvement. Many vehicular accidents occur at this location. Please give this a high priority.

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tHIS SHOULD BE A PRIORITY

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highest vehicle content and crash ratio this should be the first and foremost

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I think the city does a great job with this tax, keep going. Harry Hankins  
1315 S. Ingram Mill Rd

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For all CIP street projects, "Green Streets" concepts need to be seriously considered and implemented when feasible. A good resource is <http://www.flowstobay.org/documents/municipalities/sustainable%20streets/San%20Mateo%20Guidebook.pdf>

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NO NO NO, NO MORE TAX. I AM OUT RAGED ON MORE TAXES LEVEY's OR BONDS. NO

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The close density of all the traffic signals adjacent to the JRF is the biggest problem. Clean up that mess before doing anything else. The current arrangement stinks! Don't do anything else until THIS problem is FIXED!

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Need to fix the inter city streets and pot hole and some sidewalks before doing anything else

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A needed transportation improvement along one of Springfield's major North-South corridor. This corridor probably has the most commercial activity and this improvement is needed to maintain and strengthen the commercial development.

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If the work is completed by local firms.

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Way overdue project.

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spend money on alternate route into Springfield (eg. Kansas Expressway extention)

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multi-modal users?

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This should be a # 1 priority. The traffic along this stretch is horrendous from 430 pm - 600 pm. and the number of crashes deserves to be addressed.

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agree, needed

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This should be #1 priority.

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My personal hope is that this will include something to improve the intersection of weaver and Campbell. It is in bad shape and is dangerous as well.

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We need more bike lanes and share the road symbols. Providing bicycle infrastructure would reduce traffic congestion in Springfield, increase our air quality, and create a healthier community.

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I would like to see 1/4 funds for greenway trails in West Meadows.

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The intersection at Campbell and the resulting mess when James River on and off ramps were constructed, is in need of work.

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Adding more lanes may decrease the number of accidents, but will encourage faster speeds and increase the fatalities in accidents that will occur. Springfield is much too small to have a 6-lane arterial road.

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I propose as an alternate study to provide tax incentives for businesses along this study area to remove extra or unnecessary curb-cuts, install on-site stormwater detention, and improve pedestrian connections. This greatly reduces costs to taxpayers, updates older properties to current city codes, and reduces pollution of paved surfaces, all while increasing property values. City can pick up tab for property owners updating plat information and maybe even provide the trees to create a uniform aesthetic.

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With fewer curb cuts and driveways, more efficient and safer bus stops could be implemented. Installing a landscape median with dedicated left turn lanes at street intersections only, practically eliminates mid-block accidents. The median could also be utilized as stormwater conveyance/ bio-swale without acquiring additional right-of-way, again greatly reducing the cost to taxpayers.

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If MODOT is going to 6-lane Campbell from South Street to Plainview Road, it is imperative that design and planning begin quickly, so that there is not a constriction of traffic lanes that will hamper capacity. I believe it is extremely important to include as many property owners along Campbell as possible because of the limited access that will have to be created. Also, I would want to know how the Republic Road intersection will work and be improved before this project is considered as part of this CIP.

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Strongly needs. Good choice.

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### Cherry Street (Barnes to Oak Grove)

This segment carries about 7,700 vehicles per day and had nine crashes reported in 2009. This design and

partial right-of-way acquisition project is a continuation of programmed improvements to Cherry Street, which would upgrade this segment to secondary arterial standards. Cherry Street also has been identified as a priority corridor for improvements by the Traffic Advisory Board Bicycle and Pedestrian Committee to better serve multi-modal users (i.e. bicycles and pedestrians).  
(Preliminary estimate for design, right-of-way and construction: \$1.4 million)

**Your Comments:**

again, bot the time to spend what we don't have

Yes for bike lanes and Yes for "secondary" routes that are pleasant to traverse. It is the "Cherry Streets" that make Springfield livable - not the Glenstone Avenue speedways.

Do not travel this area. Low traffic flow & crash report.

Not familiar with traffic in this area. No comment.

This segment if properly traveled poses no threats. Law need to obeyed along with good sense.

get the tax and build

again needed

I support the improvements, especially the forward-looking aspects related to bicycle and pedestrian improvements.

This project can wait

NO! NO ! NO! NO MORE TAXES.NO NO NO, NO MORE TAX. I AM OUT RAGED ON MORE TAXES LEVEY's OR BONDS. NO.

Fix it for cars. Forget the bicycles. They are dangerous anywhere, and as a car driver they make me and everyone else worry they are going to do something dumb and run in front of a car.

Need to fix the inter city streets and pot hole and some sidewalks before doing anything else

Cherry Street provides an alternative to heavy traveled Sunshine and Chestnut for residential areas between Sunshine and Chestnut. This improvement as mentioned would encourage non-motorized transportation movement and a potential shift a way from using the vehicle to commute to work and school.

If the work is completed by local firms.

Please continue longer sections of improvements. Piecemealed approach is very taxing to the neighborhood and surrounding traffic patterns because something's always under construction.

low priority

Good idea.

medium priority

not worth the cost

I full support more bicycle friendly infrastructure on Cherry Street. Being close to the university and downtown, it would be nice if it had a bike lane or at least Share the Road symbols on the pavement.

Eventually need to address the train tracks on this street.

Used saved dollars from Campbell and Primrose projects for increasing length of this project to Ingram Mill or Eastgate. Consider integrating community art into sidewalk designs.

If a group of citizens has expressed an interest in this corridor, I believe it should be considered. This will continue work that has already been completed on Cherry.

Nice to have.

### Primrose Street (Kings to Campbell - Phase 1)

This segment carries 13,900 to 15,200 vehicles per day and had 55 crashes reported in 2009 of which 15 were mid-block, non-signalized intersection type crashes. This design and partial right-of-way project would continue improvements to Primrose Street, which serves CoxHealth, Kickapoo High School, and major retail developments to the east and west.

(Preliminary estimate for design, right-of-way and construction: \$3.7 million)

### Your Comments:

Let Cox and the major retailers pay for it or forget it

Improve access to CoxHealth. "Major Retail developments" should pay for their own improved access. Please do not forget pedestrians or bike crossings in the master plan (especially with a high school in the mix). Slow traffic to reduce crashes. It takes 20 minutes to get anywhere in this town and everyone is in such a hurry! There has to be a psychological way to encourage a more relaxed approach to driving in Springfield.

none  
5th Priority

Anything involving safety of a school area and children has my full support. Honestly, I've feel this needs to be a four lane road with middle turning lane.

I agree with this Phase 1 improvement. It needs help.

get teh tax and build

this project should be considered as second in order as the number of vehicles and crashes

NO NO NO, NO MORE TAX. I AM OUT RAGED ON MORE TAXES LEVEY's OR BONDS. NO

Need to fix the inter city streets and pot hole and some sidewalks before doing anything else

The recent and future growth on the Cox South Health Complex has caused greater regional traffic demand providing better access between Campbell and National will help in getting patiences, visitors and workers into the area.

If the work is completed by local firms.

"Continue improvements" What does that mean?

HIGH PRIORITY

multi-modal users?

low priority

too expensive, but agree it's needed

We need more bike lanes and share the road symbols. Providing bicycle infrastructure would reduce traffic congestion in Springfield, increase our air quality, and create a healthier community.

Big access problems here with traffic allowed to cross lanes in several areas. Needs work.

Purchase 3-5 mobile speed cameras for the police department and save about \$3 million. Probably 95% of crashes are speed related on this segment of road. Being able to move the "speed trap" would keep drivers honest. Plus, having them in other areas of the city would be helpful.

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Safe access to and from Cox South is essential to our plans for improved medical facilities and services to the region. This much needed project will help make that possible. Rod Schaffer, VP Facilities Management

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This improvement would be of great assistance in improving the safety of our students and patrons in and around Kickapoo High School.

Marc Maness  
Director of Community Relations and Strategic Planning  
Springfield Public Schools

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This is important to help with traffic flow in and around Cox hospital and Kickapoo High School. At peak points during the day, there are extremely long waits. I think improvements here would alleviate congestion, but also allow for additional investment and economic development along the corridor.

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Going to 5 lanes here, although needed for traffic volume, might add to pedestrian issues. Kids already dart out to get across, now they will have to dodge blindly through more lanes of traffic. Kind of like frogger.

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#### Republic Road (Campbell to Kansas Avenue - Phase 1)

This segment of Republic Road carries 19,150 to 20,600 vehicles per day and had 80 crashes reported in 2009 of which 20 were mid-block, non-signalized intersection type crashes. This design and partial right-of-way project would continue roadway improvements to Republic Road, which is a priority corridor serving major retail and residential developments.  
(Preliminary estimate for design, right-of-way and construction: \$5.9 million)

#### Your Comments:

If major retail wants it then let them build it

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Again, why are the for-profit "developments" not helping to pay to "develop" the streets to carry "their" traffic?

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Additional lanes are good, but I don't like to see more stop lights.  
3rd Priority

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Yes, Republic Rd needs addressed where it meets Campbell. I've witnessed a crash here near the Kum N Go station. Each direction is fighting over the middle turning lane on Republic Rd. A car that was waiting to turn left into Kum N Go was hit head on by a car going the opposite direction trying to use the turn lane. Hope this makes sense. This area is too busy, too cluttered, and the current layout does not work anymore. Unsafe.

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This improvement is only needed because drivers do NOT obey the rights of others. Road hogs!!!!

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get the tax and build

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NO NO NO, NO MORE TAX. I AM OUT RAGED ON MORE TAXES LEVEY's OR BONDS. NO

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This two lanes segment needs widening in the worst way. It should have been on the project list 5 years ago.

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Need to fix the inter city streets and pot hole and some sidewalks before doing anything else

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This improvement is needed to help improve access to Southwest Springfield. The intersection of Campbell and Republic may present traffic operational challenges in the future based on its close proximity to the James River Freeway. This intersection must be studied as future designs are implemented to encourage greater usage of Republic Road.

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If the work is completed by local firms.

If you can at all preserve the evergreen trees on the north side of the road, that'd be great. They serve the neighborhood well by blocking the headlights. Or at least put back some equally large trees.

HIGHEST PRIORITY

multi-modal users?

low priority

Needed

What about Republic Rd from Golden to FF? That needs to be widened, too.

We need more bike lanes and share the road symbols. Providing bicycle infrastructure would reduce traffic congestion in Springfield, increase our air quality, and create a healthier community.

Access at Quail Creek intersection, Wesley, Parkcrest and Southland churches, intersection at Wesley, which I think is Broadway, are horrendous. And the access around Kum & Go and the banks is Russian roulette during heavy traffic.

This corridor is extremely congested on Sunday mornings with all of the churches that are located along the south side of the road. There are also many feeder streets into residential areas that cause traffic to back up because of no center turn lane. This is a high priority based on safety.

Very nice.

#### **Mt. Vernon Street (West Bypass to Orchard Crest - Phase 1)**

This segment of Mt. Vernon Street carries 7,700 to 2,400 vehicles per day and had 25 crashes reported in 2009 of which 14 were mid-block non-signalized intersection type crashes. This design and partial right-of-way project would widen a narrow two-lane roadway to secondary arterial standards with curbs and gutters, sidewalks, stormwater conveyance and intersection improvements.  
(Preliminary estimate for design, right-of-way and construction: \$2 million)

#### **Your Comments:**

This is simply not needed

Not sure this sounds like a priority.

This is a critical link in bike access to the west part of the city (and bike trails). Mt. Vernon is a wonderful street to bike on UNTIL you reach this stretch when it becomes impossible. Develop the "secondary" routes like this one and we will not need to build the primary routes into monster freeways.

Make Mt. Vernon 4 lanes.

Not familiar with traffic in this area. No comment.

Great idea.

NO NO NO, NO MORE TAX. I AM OUT RAGED ON MORE TAXES LEVEY's OR BONDS. NO

Need to fix the inter city streets and pot hole and some sidewalks before doing anything else

Mt. Vernon on the West side is one of a few major arterials and is needed to support present and future traffic demands

If the work is completed by local firms.

low priority

multi-modal users?

low priority

much needed

We need more bike lanes and share the road symbols. Providing bicycle infrastructure would reduce traffic congestion in Springfield, increase our air quality, and create a healthier community.

I do not travel this much.

This area has a high residential surrounding, considering addition of bike lanes. Does not increase cost of project significantly, but will be greatly appreciated by neighborhood.

Needs to remain a priority, but does not have the merits of other projects to become part of the list of projects for this renewal of the CIP.

### Grand Street ( Kansas Expressway to Scenic Avenue - Phase 1)

This segment of Grand Street carries 8,825 to 6,125 vehicles per day and had 58 crashes reported in 2009. This design and partial right-of-way project would be a continuation of the Grand Street improvements made east of Kansas Expressway, by widening this narrow two-lane roadway to arterial standards including curbs and gutters, sidewalks, and stormwater conveyance improvements from Kansas Expressway to Park Avenue (for Phase 1 construction).

(Preliminary estimate for design, right-of-way and construction: \$2.75 million)

#### Your Comments:

This is not needed, not wanted and not necessary

Grand from Kansas Expressway to the bypass needs to be widened. It has become an alternate route to Sunshine.

Not sure this sounds like a priority.

Do we need to take it to arterial standards? Could we not make more safety improvements sooner to most of these projects rather than deciding which to ignore completely?

This would likely ease some of the Sunshine traffic.

6th Priority

Not familiar with traffic in this area. No comment.

Drivers do not honor those who have the right of way and are always in a large hurry. Just police it better.

get the tax and build

NO NO NO, NO MORE TAX. I AM OUT RAGED ON MORE TAXES LEVEY's OR BONDS. NO

Need to fix the inter city streets and pot hole and some sidewalks before doing anything else

The continuation of Grand Street improvements are needed to support present and future traffic demands.

If the work is completed by local firms.

Please consider some good landscaping like the rest of Grand east of Kansas Expressway.

## HIGH PRIORITY

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I see sidewalks but what about the bikes?

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low priority

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not needed

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We need more bike lanes and share the road symbols. Providing bicycle infrastructure would reduce traffic congestion in Springfield, increase our air quality, and create a healthier community.

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Take this often. Good idea.

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Ensure sidewalk and new bridge over Jordan Creek has wide pedestrian access, due to its proximity to the dog park. 6-8 ft width min.

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This project needs to include sidewalks and other pedestrian conveyance along Grand and across the railroad grade crossing and Jordan Creek. There is an increasing presence of residences for persons with disabilities along Grand, so safe, handicapped accessible means for pedestrians to access the grocery and drug stores at the Grand/Kansas intersection are essential. A pedestrian cross-walk across Grand at Park should also be considered as well as turnouts for CU buses.

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Grand has become an important east-west corridor to carry traffic to the downtown area from the southwest part of the City. This improvement will continue to the west the improvements that have already been made and I believe have been successful.

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Another good choice.

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### Division Street ( Glenstone to National avenues - Phase 1)

This section of Division Street carries approximately 11,450 vehicles per day and had 47 crashes reported in 2009 of which 11 were mid-block, non-signalized intersection crashes. This design and partial right-of-way project would widen Division Street to primary arterial standards with curbs and gutters, sidewalks, stormwater improvements, and intersection improvements from Glenstone to Fremont Avenue (for Phase 1 construction).

(Preliminary estimate for design, right-of-way and construction: \$3 million)

### Your Comments:

Stormwater may be necessary, but I have driven this stretch of road frequently and it hardly seems a priority compared to the other projects listed.

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Please add bicycle lanes!!! Park, Evangel and Boys and Girls Club are all right off of this stretch of Division.

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There are 4 lanes WEST of National. Shouldn't the improvement start at the National Intersection and move EASTWARD???

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Don't travel this area.

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I think this one pales in comparison to other needs that should be prioritized first. It is needed. But not priority.

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Most drivers need to obey the speed limit and control their rage. Vote NO!

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get the tax and build

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I am all for getting the ROW lined out for the future, but I still think we can wait a few years on the construction of this segment. I do think we would be better off with having a median replace the extra eastbound lane and have a left turn area at a few intersections rather than add more lanes. I just don't think the traffic will ever warrant 4 or 5 lanes. A road with a median could look a lot better, too.

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NO NO NO, NO MORE TAX. I AM OUT RAGED ON MORE TAXES LEVEY's OR BONDS. NO

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Need to fix the inter city streets and pot hole and some sidewalks before doing anything else

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The continuation of Division Street improvements are needed to support present and future traffic demands especially into the complexes of three universities and colleges.

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If the work is completed by local firms.

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medium priority

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multi-modal users?

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medium priority

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much needed...be sure to make enhancements to the adjacent park (sidewalks, bike lanes, etc)...design in mind access for the kids at the school to the north to easily access the park

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We need more bike lanes and share the road symbols. Providing bicycle infrastructure would reduce traffic congestion in Springfield, increase our air quality, and create a healthier community.

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Have traveled this route. Could use some work.

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Install signal at Weller for pedestrians to access Smith Park.

Bio-retention basins in park should be installed to treat roadway stormwater before entering creek.

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Needs to remain a priority, but does not have the merits of other projects to become part of the list of projects for this renewal of the CIP.

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Excellent.

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### **Kansas Avenue ( Walnut Lawn to Republic Road - Phase 1)**

This section of Kansas Avenue carries 3,500 to 4,000 vehicles per day and had seven crashes reported in 2009 (15 in 2008, of which 11 were mid-block, non-signalized intersection crashes). This design and partial right-of-way project would widen Kansas Avenue to collector standards from Walnut Lawn to Westview Street (for Phase 1 construction) by adding curbs and gutters, sidewalks, and stormwater conveyance improvements.

(Preliminary estimate for design, right-of-way and construction: \$1.35 million)

#### **Your Comments:**

This was designed as a residential area and not as a major route. This Avenue worked well until some city worker decided to open Kansas Ave to Battlefield Rd and Walnut Lawn to Kansas Express Way, why not just close Walnut Lawn at Kansas Express Way(which would allow better flow on the expressway) and let the neighborhood return to a neighborhood.

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Not sure this sounds like a priority.

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Stormwater may be necessary, but I have driven this stretch of road frequently and it hardly seems a priority compared to the other projects listed.

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This won't relieve traffic on Kansas Expressway or Campbell. What is the benefit?

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I think this one pales in comparison to other needs that should be prioritized first. It is needed. But not priority.

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Most accidents were caused by drivers not paying attention to the road. Vote NO!

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NO NO NO, NO MORE TAX. I AM OUT RAGED ON MORE TAXES LEVEY's OR BONDS. NO

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This road needs side berms. Anyone driving it has NO place to pull off (or swerve as needed) without falling into a deep drainage ditch.

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Need to fix the inter city streets and pot hole and some sidewalks before doing anything else

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This improvement is needed, but would be a lower priority than others mentioned in this survey.

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If the work is completed by local firms.

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low priority

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I see sidewalks but what about the bikes?

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This road is precariously narrow. There is only partial sidewalk on one side of the street. Traffic is increasing in the area and there are many children who walk to and from the nearby elementary school. The improvements mentioned are desperately needed in my opinion. Also it is my neighborhood and I have longed for a sidewalk on that section of road! Please choose this as one of the projects.

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We need more bike lanes and share the road symbols. Providing bicycle infrastructure would reduce traffic congestion in Springfield, increase our air quality, and create a healthier community.

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Needs to be six lane eventually with diverging diamond on the bridge.

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This area has a high residential surrounding, considering addition of bike lanes. Does not increase cost of project significantly, but will be greatly appreciated by neighborhood.

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Needs to remain a priority, but does not have the merits of other projects to become part of the list of projects for this renewal of the CIP.

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Also excellent.

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#### **Fremont Avenue (Republic Road to Briar Street - Phase 1)**

This section of Fremont Avenue carries 8,900 to 14,665 vehicles per day and had 40 crashes reported in 2009 of which 20 were mid-block, non-signalized intersection crashes. This design and partial right-of-way project would widen Fremont Avenue to secondary arterial standards from Lark Street to Holiday Street (for Phase 1 construction) by including curbs and gutters, sidewalks and stormwater conveyance and intersection improvements.

(Preliminary estimate for design, right-of-way and construction: \$2.3 million)

#### **Your Comments:**

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Stormwater may be necessary, but I have driven this stretch of road frequently and it hardly seems a priority compared to the other projects listed.

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Need more northbound capacity from Republic to Sunset.

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Much needed.  
2nd Priority

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Fremont avenue needs a reworking from Battlefield all the way to Briar. I think if you would check recent statistics, you would find the crashes count to be higher since construction began on S. National Ave overpass near Cox South.

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I travel Fremont each day as well. The rerouted traffic from National is a hazard and backs up Fremont terribly. I see a car wreck nearly once a week. If that is just what I see, then how many more are happening within a day? Fremont was never designed to carry this many vehicles during peak traffic times (8am & 5pm)

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This area alone between Republic & Briar needs at the very least to be adjusted for a middle turning lane. Any improvements would be better than none.

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Good idea.

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Fremont very much needs to be widened to enhance safety.

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NO NO NO, NO MORE TAX. I AM OUT RAGED ON MORE TAXES LEVEY's OR BONDS. NO

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Need to fix the inter city streets and pot hole and some sidewalks before doing anything else

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Fremont serves as an access to two major hospitals, heavy commercial area and various office complexes. It is a needed improvement

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If the work is completed by local firms.

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HIGH PRIORITY

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I see sidewalks but what about the bikes?

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low priority

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needed

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This would be #4 priority.

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We need more bike lanes and share the road symbols. Providing bicycle infrastructure would reduce traffic congestion in Springfield, increase our air quality, and create a healthier community.

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Fremont needs to be four lane from Weaver road to at least Sunshine St.

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Traffic should be diverted to use National. Too much residential access directly onto this road to be upgraded to an arterial. Sidewalks and bike lanes are needed.

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Traffic circle at Briar might be a significant improvement.

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Needs to remain a priority, but does not have the merits of other projects to become part of the list of projects for this renewal of the CIP.

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### Walnut Lawn at Campbell Avenue Intersection Enhancements

This intersection has 50,500 entering vehicles per day and had 36 crashes reported in 2009. This project would design intersection enhancements to provide for separate right-turn lane for northbound approach, another through lane for westbound traffic and signal modifications as required.

(Preliminary estimate for design, right-of-way and construction: \$1.5 million)

#### Your Comments:

see post above

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The traffic definitely needs to be improved coming out of Walmart.

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Seems a good first priority for an easy safety fix.

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I think this one sticks out like a sore thumb as far as useage and crashes. The \$1.5 million enhancement cost would fall within the available 1/4 cent sales tax revenue. I think this is the most death-defying intersection or stretch of road being presented. Drivers have begun to use Walnut Lawn to avoid Primrose. There are lots of medical facilities feeding into this intersection as well, so it gets my Green Light for Go. Good luck!

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Sue Staffer

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Walnut Lawn should be widened from Campbell to Fremont. Fixing the intersection has little benefit without the widening.

Much needed.  
4th Priority

I think this one pales in comparison to other needs that should be prioritized first. It is needed. But not priority.

Great idea.

get teh tax and build

this project should be considered as third in line as soon as possible

NO NO NO, NO MORE TAX. I AM OUT RAGED ON MORE TAXES LEVEY's OR BONDS. NO

Traffic on Campbell backs up at this intersection more than any other (except at Republic). Go for it!

Need to fix the inter city streets and pot hole and some sidewalks before doing anything else

This improvement is needed, but would be a lower priority than others mentioned in this survey. Would it not be a future part of Campbell Avenue (Battlefield to Republic)?

If the work is completed by local firms.

Wasn't this just improved 8 or 10 years ago?

low priority

I see sidewalks but what about the bikes?

I would like to see this project chosen

not needed

This should be #3 priority.

We need more bike lanes and share the road symbols. Providing bicycle infrastructure would reduce traffic congestion in Springfield, increase our air quality, and create a healthier community.

I travel this often and this intersection needs work.

Needs to remain a priority, but does not have the merits of other projects to become part of the list of projects for this renewal of the CIP.

Good.

### Sunset Street at National Avenue Intersection Enhancements

This intersection has 46,000 entering vehicles per day and had 18 crashes reported in 2009 (with a total of 18 crashes involving a left-turning vehicle in the last three years). This project would include design intersection enhancements to improve the alignment of opposing left-turn lanes for greater safety and efficiency for left-turning traffic on the east, west and south approaches to the intersection. (Preliminary estimate for design, right-of-way and construction: \$1.25 million)

### Your Comments:

don't need it

Seems less compelling than some of the other issues. Are there not some cheaper quick-fixes that would help without a 1.25M redesign?

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Need to improve National south of Sunset first.

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I have nearly been in three accidents at this intersection over seven years. I would welcome this change over any other secondary project on this list.

---

perhaps taxpayer's should earnestly consider suggesting city leaders reduce the tax to 1/8 cent & budget within the reduced generated revenue for maintenance & existing projects until the 3/4 cent public safety tax is unburdened from taxpayer's shoulder's. I certainly don't want excess revenue generated to bail out the Heer's fiasco.

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Needed.

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I think this one pales in comparison to other needs that should be prioritized first. It is needed. But not priority.

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This intersection needs the improvement. Left turns have to be made quickly as the timing is short.

---

get the tax and build

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This intersection needs to be improved to enhance bicycle safety. It's very, very dangerous to access the South Creek Trail from the east when you have to cross this intersection. Please include this in the upgrade.

---

NO NO NO, NO MORE TAX. I AM OUT RAGED ON MORE TAXES LEVEY's OR BONDS. NO

---

Need to fix the inter city streets and pot hole and some sidewalks before doing anything else

---

This improvement is needed, but would be a lower priority than others mentioned in this survey

---

If the work is completed by local firms.

---

low priority

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Continuing the greenways across Glenstone would be really nice

---

medium priority

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much needed

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This should be #2 priority.

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We need more bike lanes and share the road symbols. Providing bicycle infrastructure would reduce traffic congestion in Springfield, increase our air quality, and create a healthier community.

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Needed.

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Needs to remain a priority, but does not have the merits of other projects to become part of the list of projects for this renewal of the CIP.

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### **Battlefield Road at Fremont Avenue Intersection Improvements**

This intersection has approximately 51,500 entering vehicles per day and had 29 crashes reported in 2009. This project would complete a conceptual design and cost estimate for the addition of another through lane on Fremont Avenue across the intersection with Battlefield Road to increase capacity and enhance safety. The project would include signal modifications and be Phase 1 of widening Fremont Avenue to five lanes from Battlefield Road to Sunset Street.

### **Your Comments:**



Makes sense.

Another through lane on Fremont is needed from Sunset to Weaver Road.

Good

I support this.

Good idea. Need to know more about the cost.

go

I agree that this intersection needs significant improvements. I support this project.

NO NO NO, NO MORE TAX. I AM OUT RAGED ON MORE TAXES LEVEY's OR BONDS. NO

With the National 'mess', the Fremont intersection is bearing more than normal traffic. As time goes on and the National interchange is fixed, all southside traffic will have increased, and the Fremont Intersection will be just as overburdened.

Need to fix the inter city streets and pot hole and some sidewalks before doing anything else

Is a needed improvement? The question that comes to mind is this area somewhere where re-development could occur and provide opportunities for revising the intersection.

If the work is completed by local firms.

HIGH PRIORITY

I think this is a worthy project and completion of it would aid in decreasing traffic congestion

much needed

We need more bike lanes and share the road symbols. Providing bicycle infrastructure would reduce traffic congestion in Springfield, increase our air quality, and create a healthier community.

This is a terrible intersection with tight turns and poor flow. Fremont to Sunset and also Sunset to Sunshine is no picnic. At least they got rid of that eye sore on the southeast side of Fremont at Sunshine.

Majority of vehicle data is from Woodland South to Battlefield. Residences having direct access onto 5-lane road is dangerous. Plus, this would encourage faster speeds adjacent to Meador Park

This is a long-term improvement that needs to be designed. This is a highly commercial area that needs to promote good traffic flow.

Much needed.

### **Oak Grove Avenue Realignment with Lone Pine and Sunshine Street**

Approximately 8,500 vehicles per day use Oak Grove Avenue north of Sunshine and there would be an estimated 47,000 entering vehicles per day at the Lone Pine Avenue at Sunshine Street intersection following realignment. There were a combined 12 crashes reported in 2009 (27 crashes in 2008) at the Lone Pine and Oak Grove intersections with Sunshine Street. This project would complete a conceptual design and cost estimate for the realignment of Oak Grove Avenue from a point north of Sunshine Street to align with Lone Pine Avenue at the existing intersection on Sunshine Street. The project would include a new railroad crossing of the BNSF spur line with reconstruction of the intersection and signal modifications at Lone Pine and Sunshine Street to add the new street approach to the intersection.

### **Your Comments:**

Lone Pine is pleasant to drive because it is lightly traveled and does NOT line up with anything. Does every road in the city have to conform to "the grid?" Some of the most interesting cities in the country have no grid at all! (Though after driving in Boston this summer, I would not advocate for that extreme.) Improve the intersections - why bother to line the two streets up - they connect via Sunshine just fine now...

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This has little benefit until plans for Oak Grove and Lone Pine upgrades are planned.

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I'm not sure on the expense of this and where it falls priority with only 12 crashes in a whole year.

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Great only if the RR tracks are either below or over the street and BNSF pays the greater portion of the cost.

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go

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Very much needed. These need to be aligned to enhance safety.

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I would love to see this looked in to. Every time I pass by there I think about how goofy these intersections are. This would really help to give an alternative to using Glenstone or Hwy 65 in that area.

---

NO NO NO, NO MORE TAX. I AM OUT RAGED ON MORE TAXES LEVEY's OR BONDS. NO

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Need to fix the inter city streets and pot hole and some sidewalks before doing anything else

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Would improve traffic flow along Sunshine by eliminate a traffic signal. A needed improvement!

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If the work is completed by local firms.

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low priority - too expensive without substantial benefit

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We need more bike lanes and share the road symbols. Providing bicycle infrastructure would reduce traffic congestion in Springfield, increase our air quality, and create a healthier community.

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I am concerned that this will throw so much additional fast traffic on to Lone Pine south of Sunshine that the stop sign at Seminole and Lone Pine will become overburdened, and the curves in Lone Pine south of Sunshine will become more dangerous. There is no mention of money being budgeted to fix obvious ramifications to these changes.

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Good idea.

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Interesting. There are several options to consider. Buying out commercial property across intersection of Oak Grove and connecting to Ventura Avenue would remove RR crossing.  
Bike lanes would be very important to include in this. Encouraging a safe link from Cherry Street to the Galloway Trail.

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This is an important project because it would help eliminate a light on Sunshine, which helps move traffic along. A design that has the least impact on residential property owners is important.

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will be helpful.

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### **Division Street (Kansas Expressway to West Avenue)**

This segment carries about 9,000 vehicles per day and had 12 crashes reported west of Kansas Expressway in 2009. This would complete a conceptual design and cost estimate for widening the roadway to accommodate adding a center two-way left turn lane. The project would also need to address existing drainage issues on both the upstream and downstream sides of Division Street.

#### **Your Comments:**

Center turn lanes always make sense - and an improved Division could take some traffic off of Chestnut and/or Kearny.

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Improvements near West Bypass should be a higher priority than this segment.

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perhaps taxpayer's should earnestly consider suggesting city leaders reduce the tax to 1/8 cent & budget within the reduced generated revenue for maintenance & existing projects until the 3/4 cent public safety tax is unburdened from taxpayer's shoulder's. I certainly don't want excess revenue generated to bail out the Heer's fiasco.

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Not familiar with this area. No comment.

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Fair idea. Too little too soon.

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go

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NO NO NO, NO MORE TAX. I AM OUT RAGED ON MORE TAXES LEVEY's OR BONDS. NO

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While the widening is being done, you might want to consider adding a traffic light detector on the Kansas Expressway Viaduct over the train yard. Traffic going south over the viaduct have NO WAY of knowing that the traffic light at Division and Kansas is coming up. The upcoming light cannot be seen by those traveling southbound over the viaduct. There have been accidents there just because traffic appears to be moving along okay and suddenly people pop over the viaduct into the intersection of Kansas and Division Street to find that the light has turned red; because of the traffic light turning red, people suddenly start slamming on the brakes. There is no way that out-of-town people, or even Springfieldians who don't travel this way regularly, would know of this problem. A little light put on the right-hand side indicating the color of the up-coming Division-Kansas Expressway traffic light would be a major help. Thank you for your consideration.

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Need to fix the inter city streets and pot hole and some sidewalks before doing anything else

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This improvement is needed, but would be a lower priority than others mentioned in this survey

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If the work is completed by local firms.

---

medium priority

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Bike lane?

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needed

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We need more bike lanes and share the road symbols. Providing bicycle infrastructure would reduce traffic congestion in Springfield, increase our air quality, and create a healthier community.

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OK

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Needs to remain a priority, but does not have the merits of other projects to become part of the list of projects for this renewal of the CIP.

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Good choice.

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### Any other, general comments?

in general the 1/4-cent tax is a nice bang for our tax dollars...keep posting the project as promised signs before the vote and afterward to remind the residents in the area.

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Where is Kansas Expwy and Republic Rd intersection widening to allow dual left hand turn lanes to go from east bound on Republic Rd to North on Kansas Expwy?

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Springfield needs more bike lanes and share the road symbols. Every new road should be designed with Complete Streets in mind.

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Keep up the good work and the signs noting progress and completion. This is a tax that all can see is producing tangible results for drivers. Fix the damn potholes faster my tires are crying this winter.

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The City has done well by providing the projects as promised in previous CIP renewals. These projects have improved safety, reduced congestion, reduced stormwater impacts, and provided economic development opportunities. The list of projects proposed for the next renewal is consistent with past planning and provides again for the benefits previously listed. I am in support of the CIP and I encourage City Council to place it on the ballot and allow the citizens to respond in voting whether or not they believe the City has done what they promised.

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